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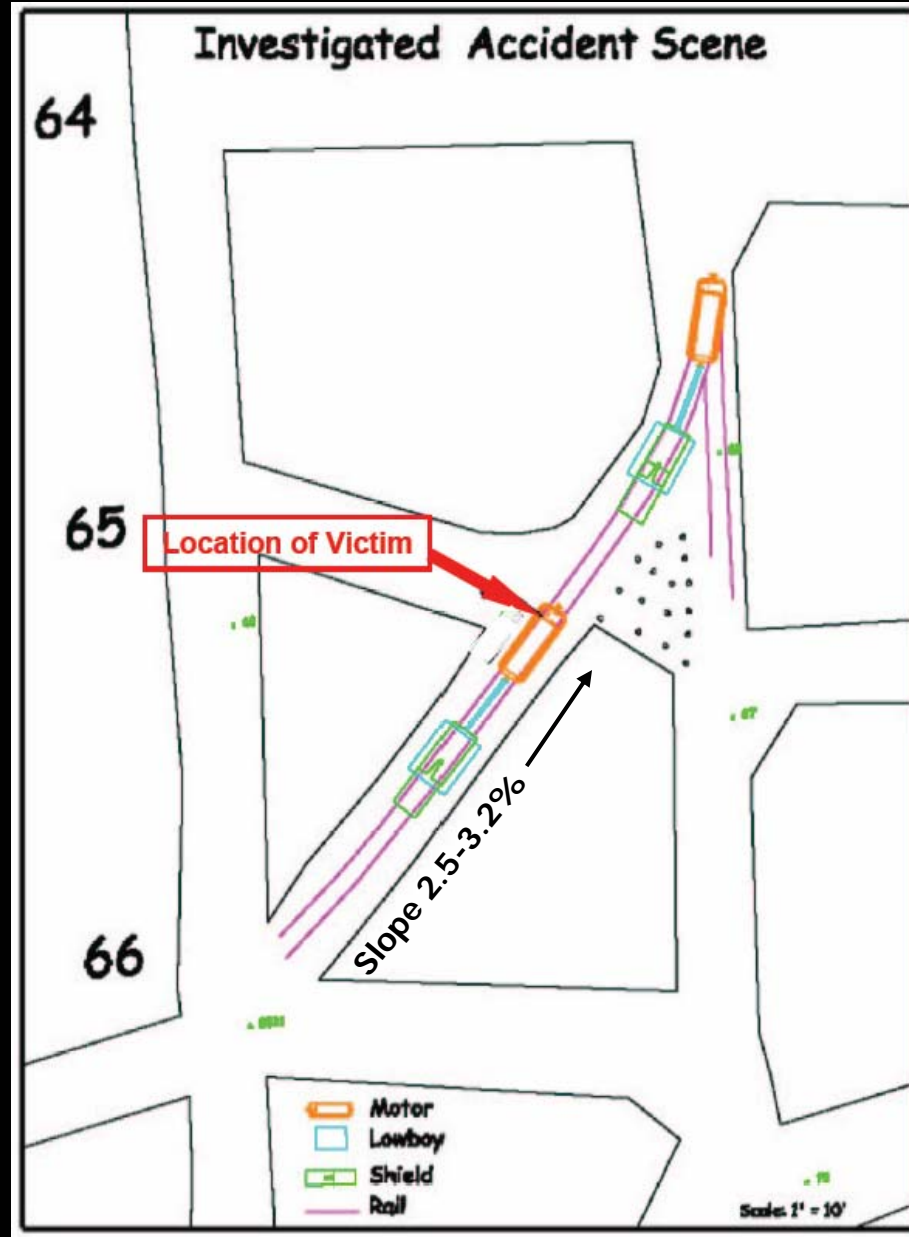
GENERAL INFORMATION

Coal Mine Fatal Accident 2006-21



Operator:	Mettiki Coal LLC
Mine:	Mettiki Mine
Accident Date:	February 17, 2006
Classification:	Powered Haulage
Location:	Dist. 3, Garrett County, Maryland
Mine Type:	Underground Coal Mine
Employment:	114
Production:	23,000 Tons/Day

ACCIDENT DESCRIPTION



On Friday February 17, 2006, at approximately 9:30 pm, a 35-year old roof bolting machine operator, was fatally injured while operating a diesel-powered locomotive during a longwall move. The locomotive he was operating struck a parked lowboy rail car that was loaded with a longwall shield. The victim was crushed between the locomotive control panel and the tip of the longwall shield, which projected past the end of the lowboy.

ROOT CAUSE ANALYSIS

Causal Factor: An effective procedure was not in place to protect miners from hazards during transportation of items such as longwall shields. The longwall shields were loaded on the low-boys in a manner that permitted the tip of the shield to overhang the car by approximately 8 feet and come into contact with the operator of another motor. There was no method of alerting the operator of the locomotive of the load sitting on the track in front of him.

Corrective Action: Two 314(b) Notices to Provide Safeguard were issued: (1) requiring longwall shields or other loads to be safely positioned; and (2) requiring the use of trip lights on all loads which do not use tailmotors. All underground employees were hazard/task trained in the plain meaning of the safeguard.

ENFORCEMENT ACTIONS

§314(b) safeguard, No. 7148875, was issued to Mettiki Coal LLC.

This is a Notice to Provide Safeguard requiring the operator end of the locomotive to be positioned on the opposite end away from the contact zone of the equipment or materials being transported. This notice to provide safeguard also requires that longwall shields and other transported equipment and other materials be transported in such a manner that the tips of the longwall shield or other materials and equipment are positioned towards the locomotive pulling the shield with the operator end of the motor on the opposite end away from the contact zone of the shield or other material and equipment being transported. No material or equipment shall protrude beyond the last car of a trip of cars.

ENFORCEMENT ACTIONS, Cont'd.

§314(b) safeguard, No. 7148878, was issued to Mettiki Coal LLC.

This is a Notice to Provide Safeguard requiring the operator to utilize a permissible trip light on the rear of trips pulled and on the front of trips pushed. Trip lights are not required when the trip being hauled is between locomotives.

BEST PRACTICES

- Ensure that shields or other materials loaded for transport do not project into roadways or beyond the haulage equipment and are secured to prevent tipping or falling.
- Place an empty rail car adjacent to overhanging loads or an appropriate draw bar between the locomotive and the load.
- Require trip lights when a tail motor is not used.
- Provide protective cabs, canopies, or vertical intrusion shielding pipes on mobile equipment where clearance permits.
- Always look in the direction of movement, exercise caution when approaching parked equipment and set the automatic and manual braking systems when the locomotive is stopped.